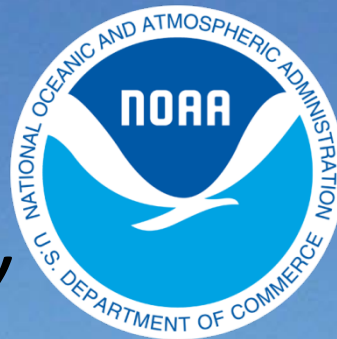


# BookletChart™

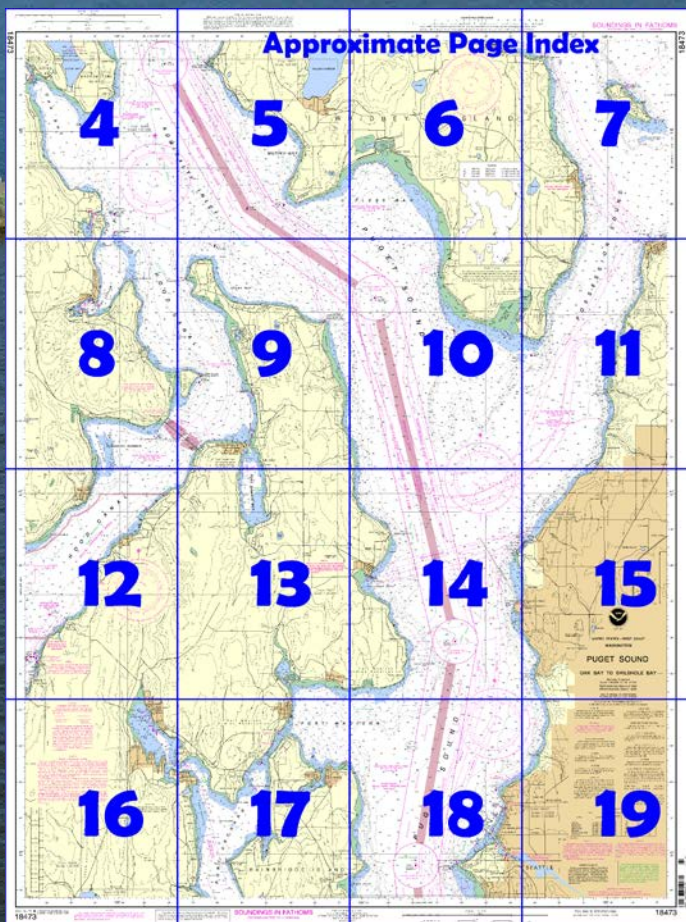
## ***Puget Sound – Oak Bay to Shilshole Bay*** **NOAA Chart 18473**



***A reduced-scale NOAA nautical chart for small boaters***  
***When possible, use the full-size NOAA chart for navigation.***



- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18473>.



#### (Selected Excerpts from Coast Pilot)

**Apple Cove Point** is a low sandspit projecting 220 yards from the high, wooded land of the peninsula. The point is steep-to, but a shoal makes out nearly 0.5 mile SE from it. Just off the point is a light. Heavy tide rips caused by strong NW winds and a strong ebb current are encountered in the vicinity of the light. **Appletree Cove** is the open bight on the W side of the sound about 1.5 miles S of Apple Cove Point. It affords anchorage in 30 to 60 feet inside the line of the

entrance points, with some shelter from winds drawing in or out of the sound, but not from N and SE.

**Kingston**, a town on the N side of the cove, has a large, well-equipped small-craft basin, a 420-foot long fishing pier, and a pier with a ferry slip at its end. The ferry runs between Kingston and Edmonds. The basin is used by tugs, fishing boats, and pleasure craft. The harbor is protected by a stone breakwater that extends about 340 yards SW from the ferry pier; the end of the breakwater is marked by a light. In 2009, the marina had a reported depth of 12 feet in the entrance and 6 feet alongside the berths. Services available include: electricity, gasoline, diesel fuel, water, ice, pump-out facility, surfaced launch ramp and marine supplies. The marina has space for 275 small-craft including about 49 transient berths.

**Edwards Point** is a high, wooded point on the E side of Puget Sound 3.6 miles ESE of Apple Cove Point. It is a turning point for vessels running from Seattle N into Possession Sound and adjoining waters.

**Edmonds** is an incorporated city 1 mile NE of Edwards Point with a small boat basin and marina under the administration of the **Port of Edmonds**. The protected basin is entered from the NW at about the midpoint of the marina; the entrance is marked by lights and a light is on the SW corner. The reported depth is 9 feet alongside the piers. There are open and covered berths for about 600 craft up to 50 feet, including 20 transient moorings; berth assignments are made by the harbor master. Services available include: electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out station and full repairs can be made. A 50-ton marine travel lift and 10-ton fork lift are also available at the marina. The marina monitors VHF-FM channels 16 and 69.

Just N of the boat basin are a fish haven and fishing pier, the Edmonds and Kingston ferry landing, and a scuba diving area N of the landing. The fish haven is marked by private buoys near the boat basin breakwater N section; private buoys also mark the W side of the scuba diving area.

A **037°01'-217°01' measured nautical mile** is on the shoreline 1 mile NE of Edmonds. The front markers are on short metal poles atop the seawall which protects the railroad tracks; the rear markers are about 20 yards SE of the front markers. The bluff is 60 feet high behind the NE pair of markers and 12 feet high behind the SE pair of markers. All four markers are white wooden triangular daymarks.

**Point Wells** is a low, sandy point projecting 450 yards from the high land 1.5 miles S of Edwards Point on the E side of the sound. It is distinguished by prominent oil tanks. It is a water terminal and storage plant of Chevron USA, Inc. There are two wharves here, however, only the S wharf is in use. The wharf is 1,054 feet long and has a deck height of 21 feet. In 1983, reported depths of 40 to 70 feet were alongside. A conveyor serving this wharf is used for outloading drummed petroleum products. Barges are loaded on the inside of both the N and S extensions of the wharf.

The current at Point Wells is unpredictable being inconsistent for similar tidal conditions; however, a vessel making a port landing on a flood tide may expect to be set off the pier. The use of an anchor is recommended when docking in high wind. The Manager of the Marine Department of Chevron USA, Inc. prefers that vessels not be docked without the use of tugs when conditions are such that damage might be done to the wharf. Deep-draft vessels approaching the wharf for a starboard landing during a flood tide must guard against being set on to the shoal S of the wharf. A company-maintained sound signal is on the S wharf.

**Richmond Beach** is a community on the E shore just S of Point Wells. A tall, charted radio tower (KCIS), marked by aircraft warning lights, is about 1.5 miles inshore from Richmond Beach; it is an excellent landmark, especially at night.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Seattle

Commander  
13<sup>th</sup> CG District  
Seattle, WA

(206) 220-7001



# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

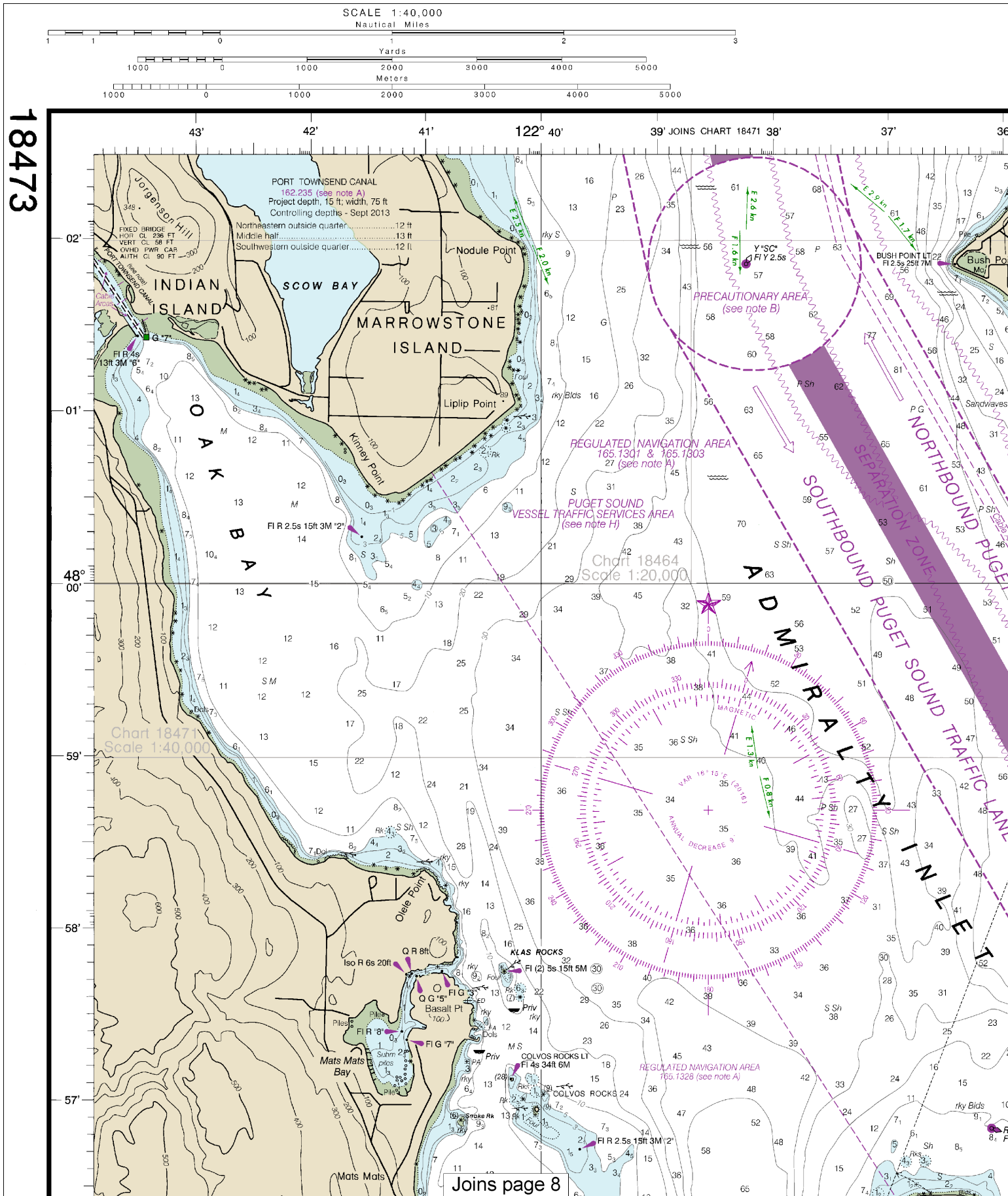
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

18473



4

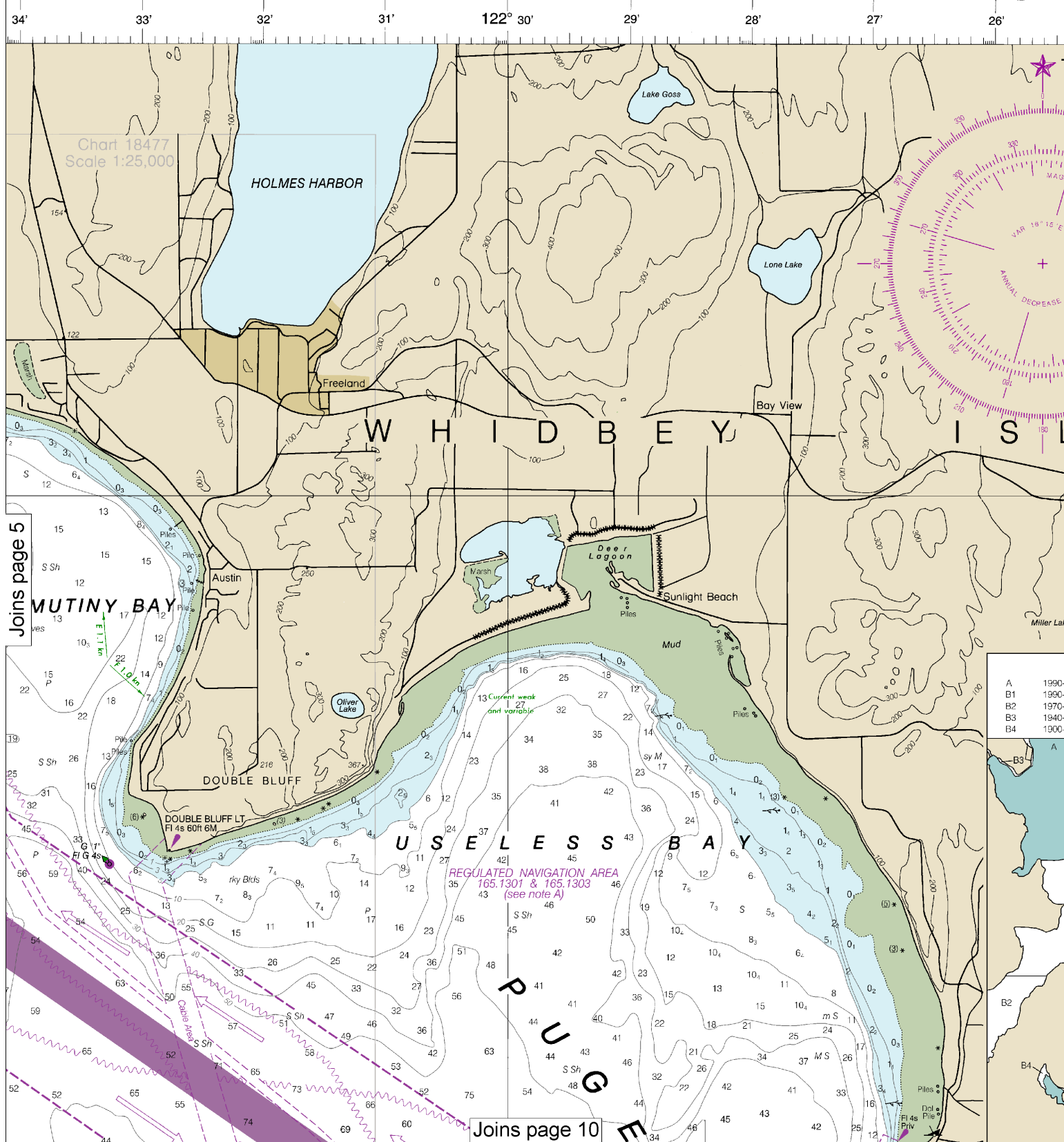
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

**SCALE 1:40,000**  
Nautical Miles  
Yards  
Meters

See Note on page 5.

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



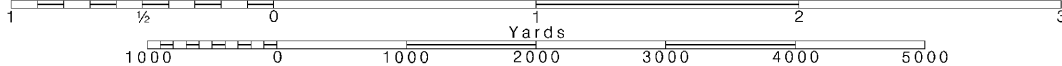
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

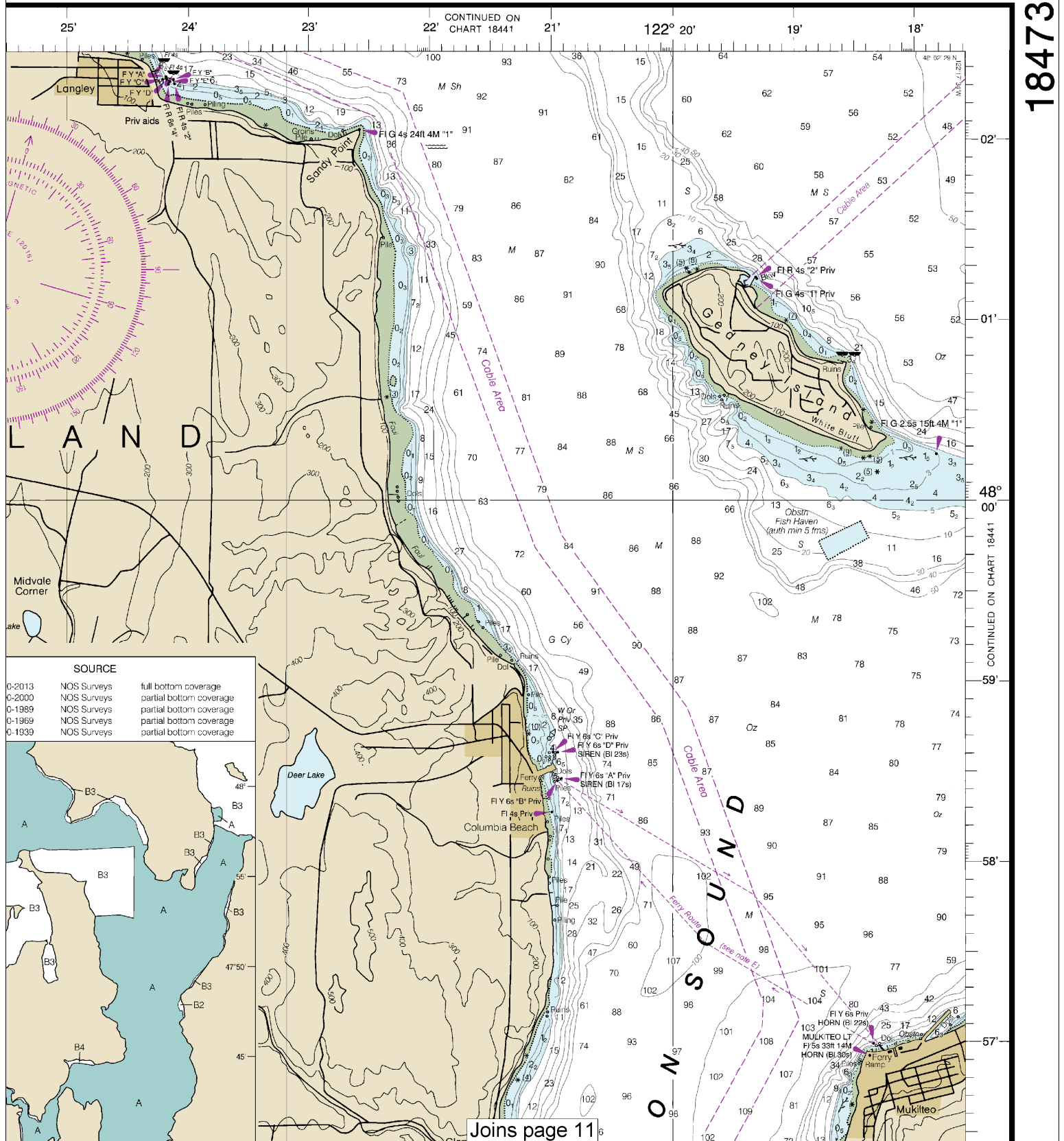
SCALE 1:40,000  
Nautical Miles

See Note on page 5.





18473

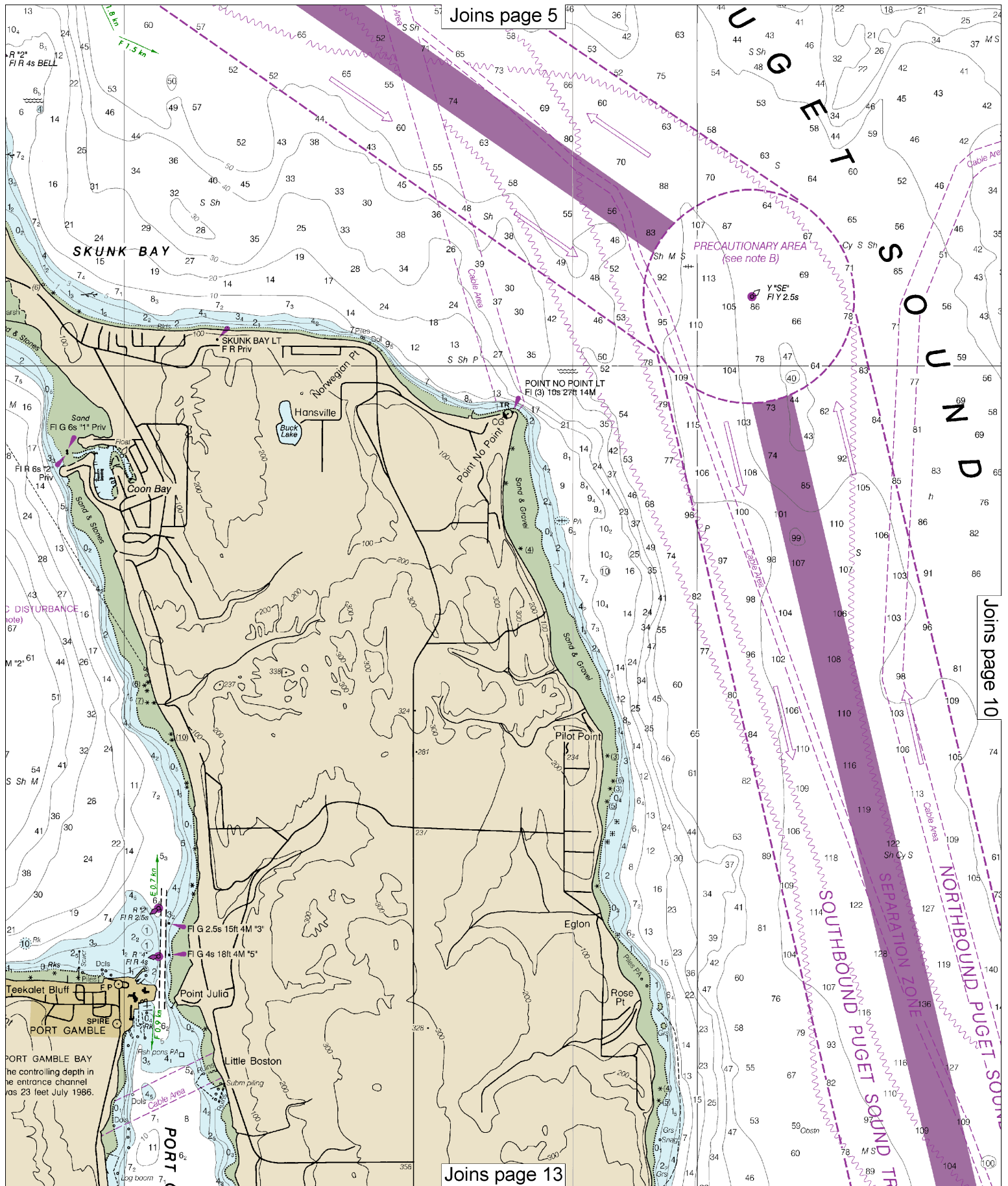


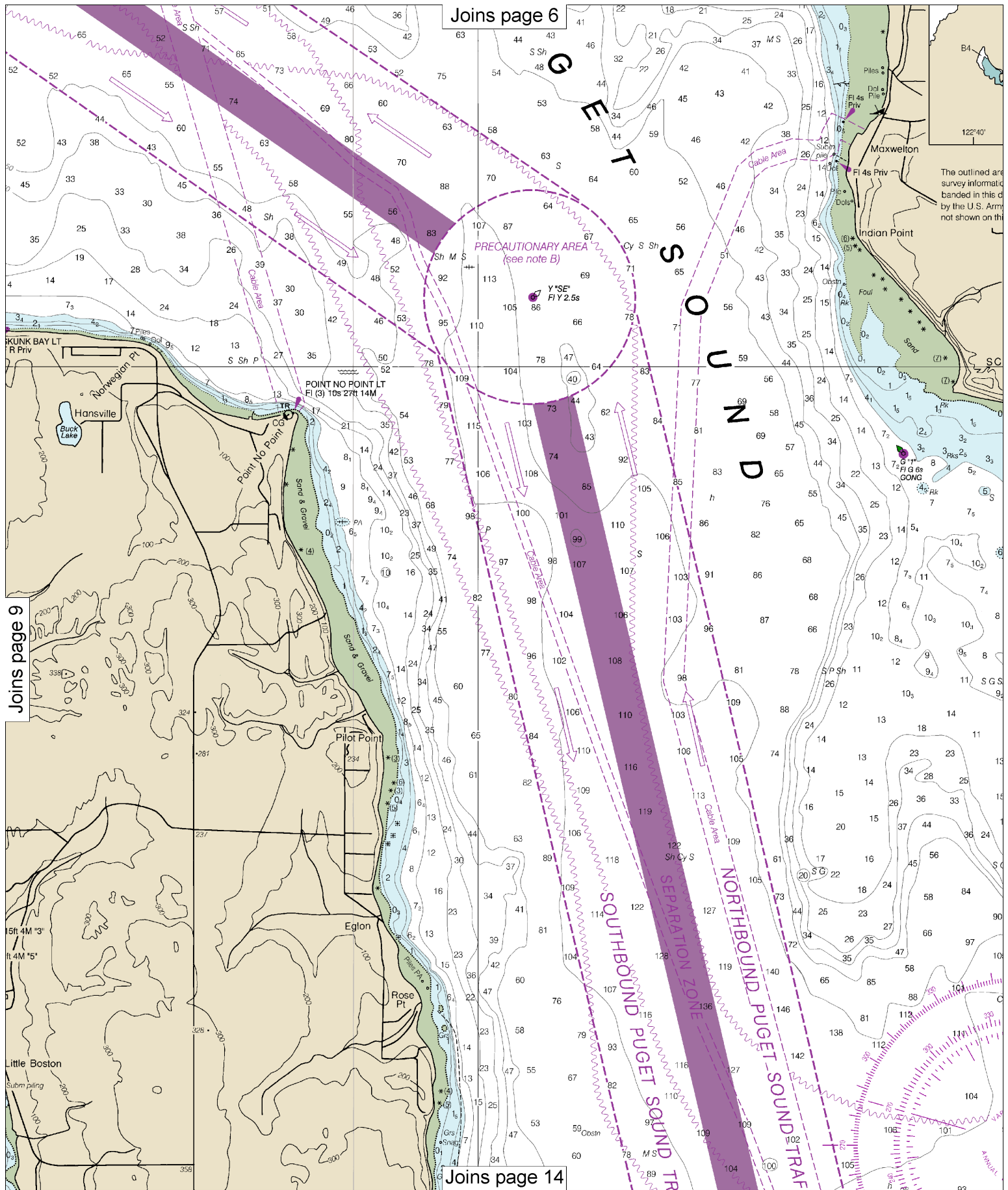
9th Ed., Apr. 2016. Last Correction: 10/26/2016. Cleared through:  
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

7









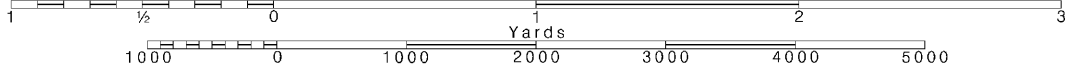
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

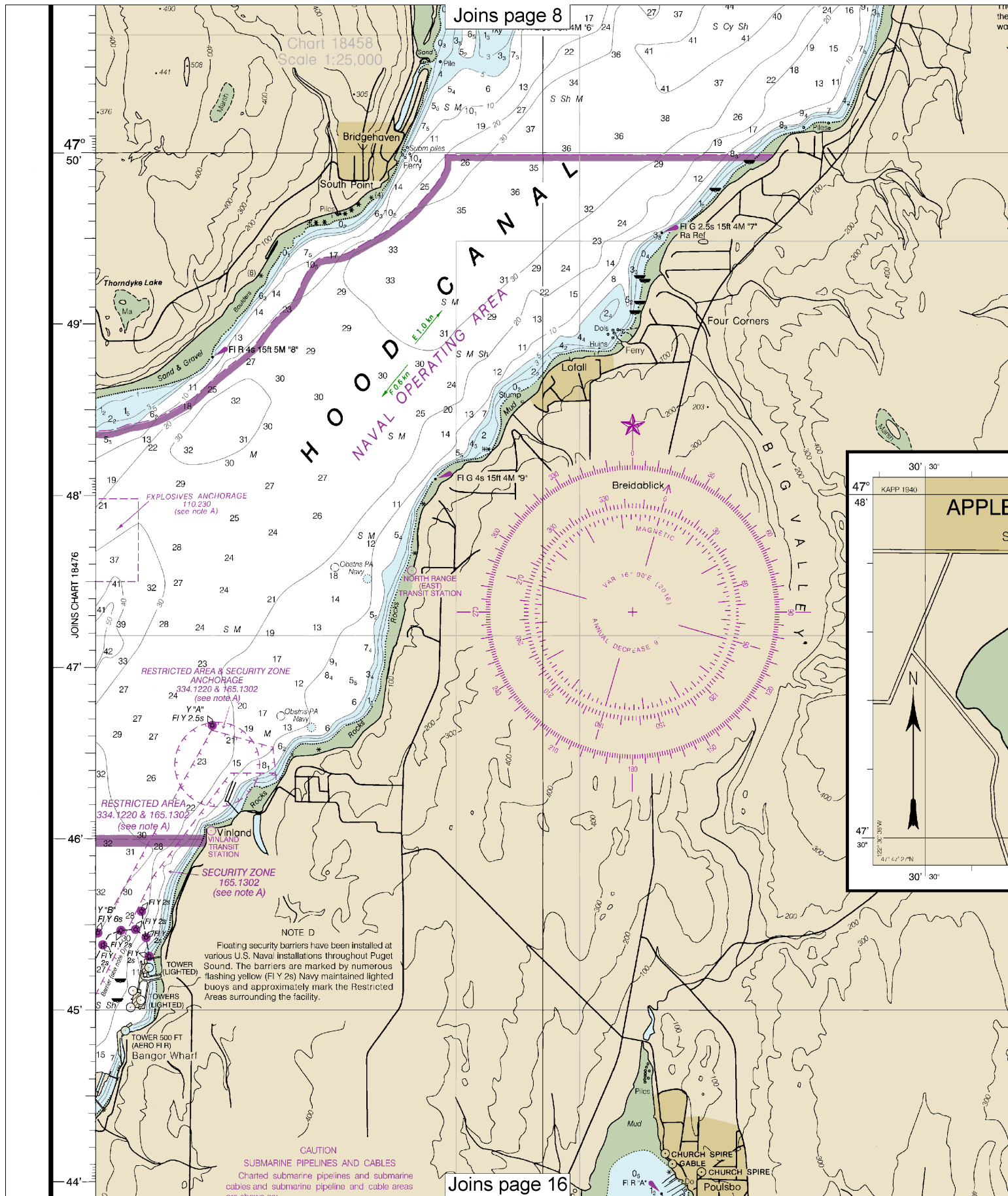
See Note on page 5.



Joins page 15







12

Note: Chart grid lines are aligned with true north.

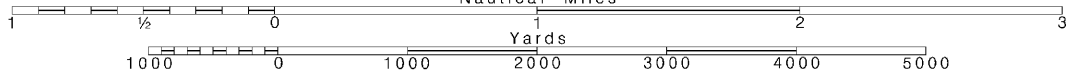
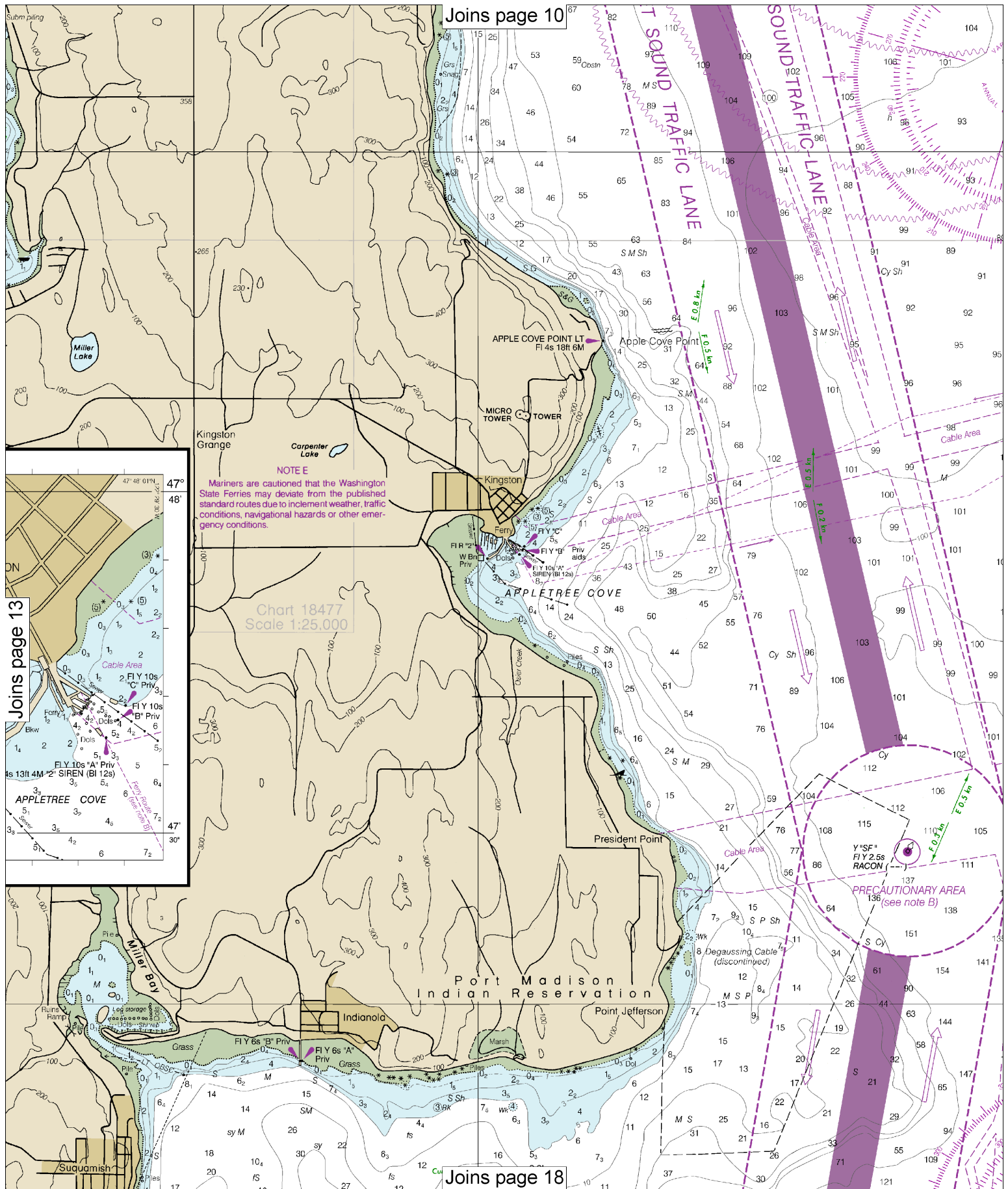
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SCALE 1:40,000  
Nautical Miles

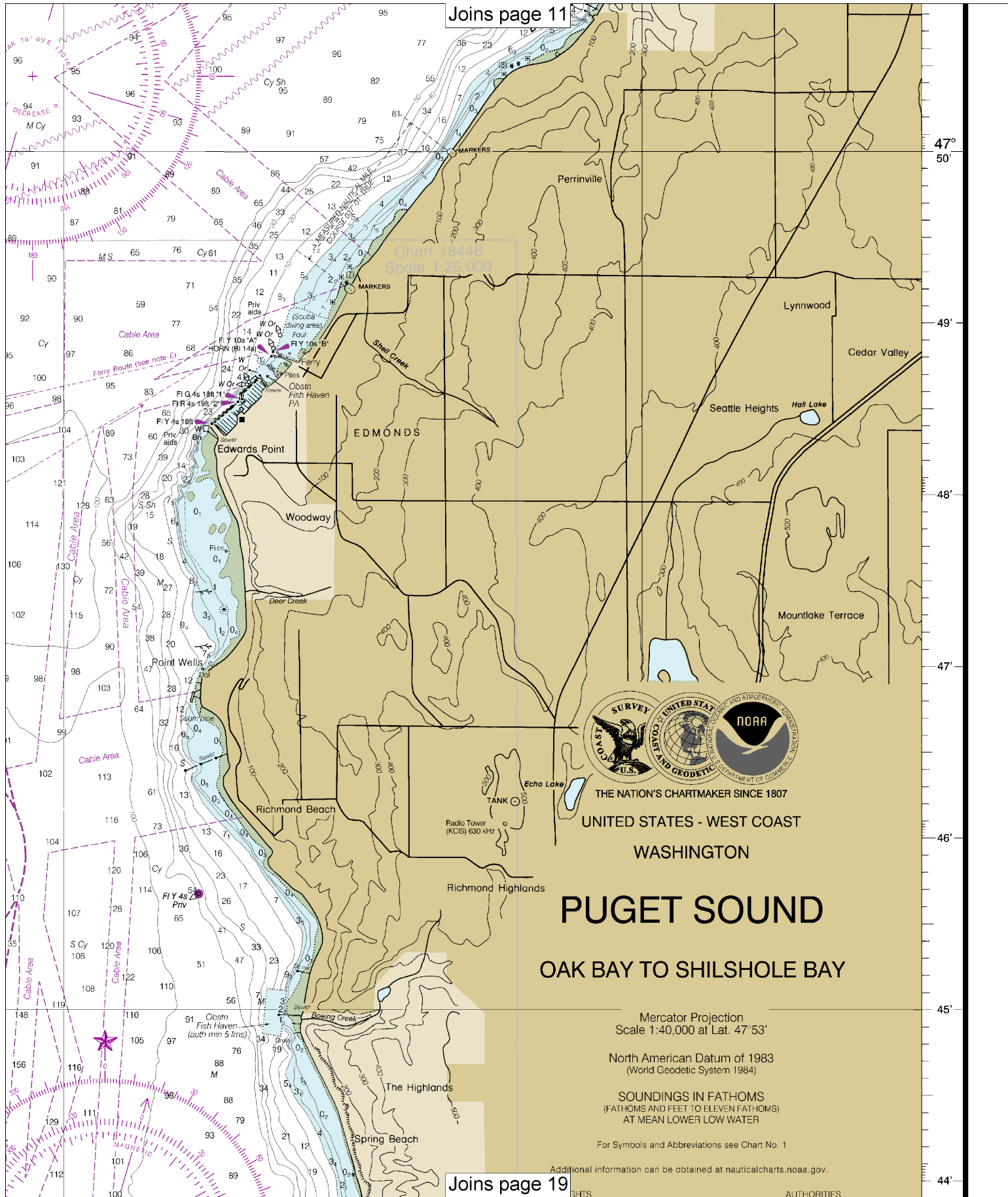
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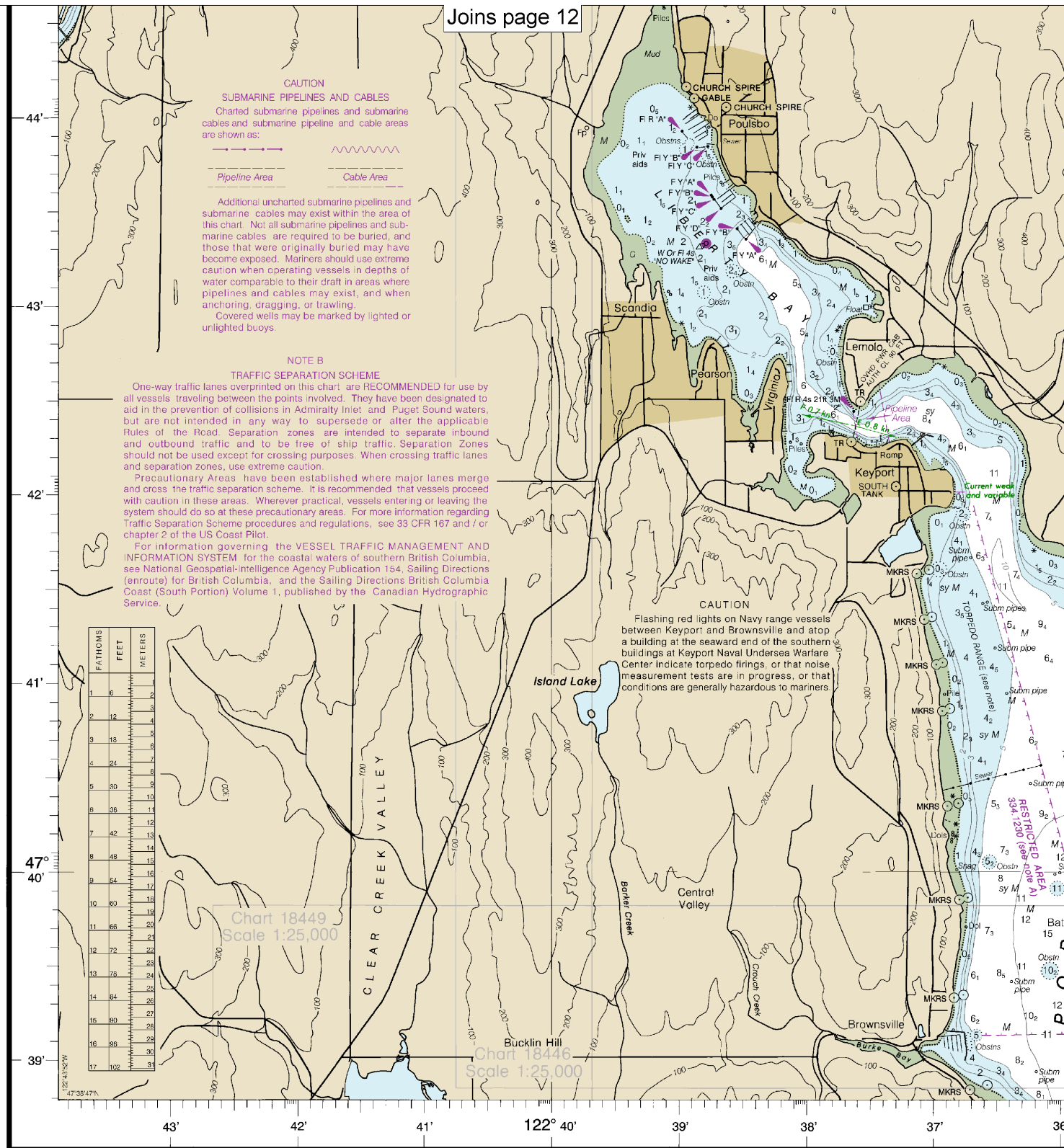
Chart 18477  
Scale 1:25,000

Joins page 14









18473

9th Ed., Apr. 2016. Last Correction: 10/26/2016. Cleared through:  
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>

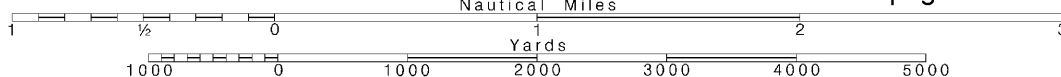
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

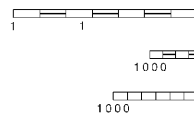
See Note on page 5.





**SOUNDINGS IN FATHOMS**  
(FATHOMS AND FEET TO 11 FATHOMS)

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY







**SOUNDINGS IN FATHOMS**  
(FATHOMS AND FEET TO ELEVEN FATHOMS)  
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**HEIGHTS**

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

**WARNING**

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**RADAR REFLECTORS**

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

**CAUTION**

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

**CAUTION**

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

**CAUTION**

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:  
① (Accurate location)    ○ (Approximate location)

COLREGS, 80.1395 (see note A)

International Regulations for Preventing Collisions at Sea, 1972  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

**AUTHORITIES**

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

**SUPPLEMENTAL INFORMATION**

Consult U.S. Coast Pilot 7 for important supplemental information.

**AIDS TO NAVIGATION**

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**POLLUTION REPORTS**

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**CAUTION**

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**NOAA WEATHER RADIO BROADCASTS**

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Seattle, WA	KHB-60	162.550 MHz
Puget Sound, WA	WWG-24	165.425 MHz

**RACING BUOYS**

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

**TIDAL INFORMATION**

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (M.L.L.W.)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Port Ludlow	(47°56'N/122°41'W)	feet 9.9	feet 9.1	feet 2.7
Port Gamble	(47°52'N/122°35'W)	10.3	9.4	2.7
Port Madison	(47°42'N/122°32'W)	11.4	10.5	2.8
Edmonds	(47°49'N/122°23'W)	10.9	10.1	2.8
Poulsbo Liberty Bay	(47°41'N/122°38'W)	11.7	10.8	2.9
Brownsville	(47°39'N/122°37'W)	11.8	10.9	2.9

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (Oct 2015).

**NOTE A**

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.  
Refer to charted regulation section numbers.

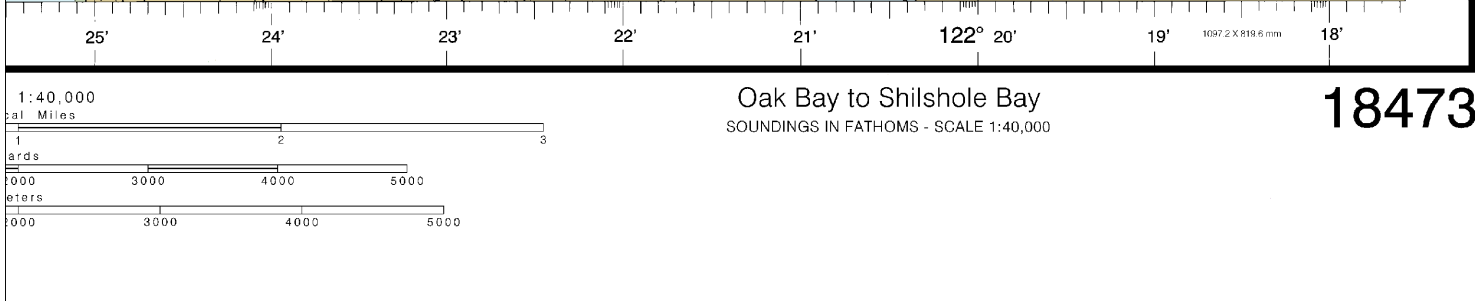
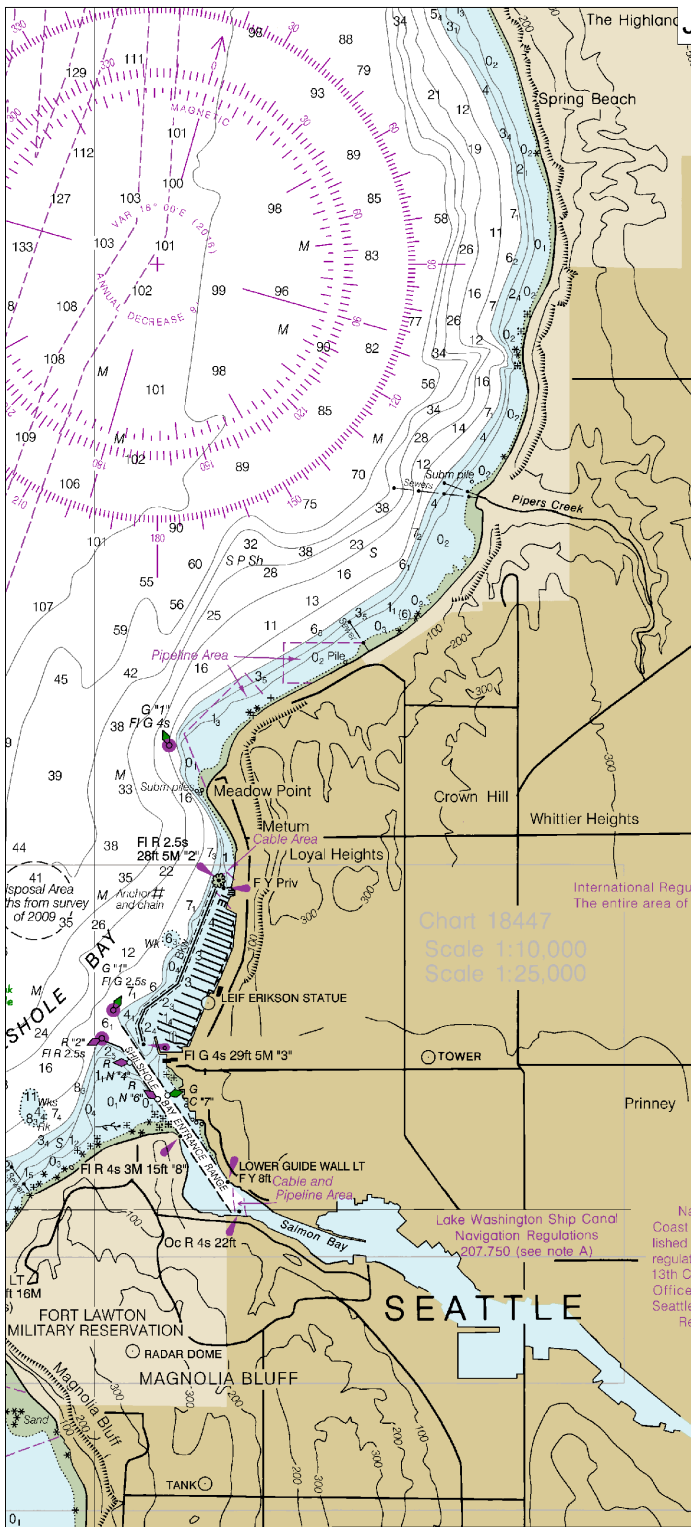
**NOTE H**

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Puget Sound area. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

**HORIZONTAL DATUM**

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.655' southward and 4.491' westward to agree with this chart.

The tidal current vectors shown on this chart (in green) represent the average maximum speeds of flood and ebb currents, and the direction of flow. The speeds are represented by the numbers shown, and the directions by the orientation of the vector arrows. The maximum speeds will vary through time. For exact predictions, consult the Tidal Current Tables, Pacific Coast of North America.





## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.